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TO [REDACTED] NOVEMBER ALFA
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~~SECRET SAVIN~~ ((ALL TIMES ZULU)) 24 [REDACTED] VCK/R109-66 FOLLOW UP HUNDER ONE AND FINAL TO USA-32 SPOT REPORT 2/H3/VCK/R434-66, DTG: 160954Z SEPTEMBER 66. AIR ENGAGEMENT, NORTHEAST OF HANOI, 16 SEPTEMBER INTRODUCTION: DURING THE AFTERNOON OF 16 SEPTEMBER SIGINT REFLECTED POSSIBLY FIVE HANOI-BASED MIGS IN ENGAGEMENTS WITH POSSIBLY EIGHT HOSTILE AIRCRAFT NORTHEAST OF HANOI. TACTICAL VOICE INTERCEPT INDICATES THE MIGS ATTACKED THE HOSTILE AIRCRAFT WHILE THEY WERE ENGAGED IN A STRIKE ON A BRIDGE ON HIGHWAY ONE. WHILE IT IS EVIDENT THAT AT LEAST ONE MIG WAS DAMAGED THERE IS NO EVIDENCE OF ANY SHOOTDOWNS. DETAILS: AIR SURVEILLANCE INDICATES THE ENGAGEMENT OCCURRED IN THE AREA SOME 25 TO 50 NAUTICAL MILE NORTHEAST OF HANOI. THE INITIAL REFLECTIONS ON TACTICAL VOICE WAS OBTAINED AT 0840. SEVERAL REFERENCES WERE MADE TO HIGHWAY ONE AND AT 0843 THE MIG FLIGHT LEADER RE-PORTED HOSTILE AIRCRAFT WERE STRIKING HIGHWAY ONE. BETWEEN 0843 AND 0850 SEVERAL REFERENCES WERE MADE TO BOTH F-105'S AND F4'S IN THE AREA. THE GCI CONTROLLER PASSED VECTORING AND ATTACK INSTRUCTIONS TO THEMIGS AND AT ONE POINT, AT 0845, THE CONTROLLER INSTRUCTED THE MIGS NOT TO ENTER HA BAC (21 20N 106 20E). AT 0848 AN UNIDENTIFIED AIRCRAFT WAS REPORTED TO BE BURNING AND SHORTLY THEREAFTER AN UNIDENTIFIED MIG PILOT REPORTED HIS AIRCRAFT DAMAGED AND HIMSELF WOUNDED. JUST AFTER THIS THE GCI CONTROLLER INSTRUCTED THE MIG FLIGHT LEADER TO ATTACK CALMLY IN THE DIRECTION OF HANOI WHERE A FRIENDLY UNIT WAS WAITING TO COVER FOR HIM. AT 0852 THE FLIGHT LEADER WAS AGAIN ADVISED OF THE PRESENCE OF A FRIENDLY UNIT IN FRONT AT 6560 FEET. . . . 8,753; 3-534 543 .8+; 2343 59; 59 43; 9:34. HANOI WAS SAID TO BE 14NM TO THE FRONT. DRV AIR SURVEILLANCE REFLECTIONS OF THE MIGS SPANNED THE PERIOD 0850-0857, MISSING THE CRITICAL PERIOD PRIOR TO 0850 WHEN REFERENCES WAS MADE TO AIR CRAFT BURNING ETC.. HOWEVER, THERE IS LITTLE REASON TO DOUBT THE TRACKING REPORTS FOR BOTH MIGS AND HOSTILE AIRCRAFT REFLECT THE ENGAGEMENT INDICATED IN TACTICAL VOICE. ONLY ONE ALTITUDE WAS PASSED ON AIR SURVEILLANCE FACILITIES FOR THE MIGS, 6560 FEET. THE AVERAGE COMPUTED GROUND SPEED WAS 660 KNOTS. ONE HOSTILE TRACK, AMPLIFIED AT FOUR AIRCRAFT, WAS REFLECTED BETWEEN 0834 AND 0909. THIS TRACK ENTERED THE DRV FROM THE GULF AT A POINT ABOUT 35NM EAST NORTHEAST OF HAIPHONG. AT 0843, WHEN THE MIG FLIGHT LEADER HAD REPORTED THE ATTACK ON HIGHWAY ONE TO BE IN PROGRESS, THE TRACK WAS LOCATED ABOUT 30NM NORTHEAST OF HANOI. AT 0902 THIS FLIGHT DEPARTED THE AREA ON A SOUTHEASTERLY COURSE, PASSED OVER THE HAIPHONG AREA AT 0905, REFLECTED OVER THE GULF AT 0909 HEADING SOUTH. REFLECTED ALTITUDES RANGED BETWEEN 21320 AND 9840 FEET. THE AVERAGE COMPUTED GROUND SPEED WAS 405 KNOTS. THE SECOND HOSTILE TRACK WAS REFLECTED BETWEEN 0835 AND 0902, AMPLIFIED FIRST AS TWO THEN AS FOUR AIRCRAFT. INITIALLY REFLECTED ABOUT 25NM NORTHEAST OF HAIPHONG, THE FLIGHT REMAINED IN THE AREA EAST AND NORTHEAST OF HAIPHONG UNTIL 0848 WHEN IT PROCEEDED WESTERLY TO A POINT SOME 25NM NORTHEAST OF HANOI AT 0856. WHEN LAST REFLECTED THE TRACK WAS HEADING EASTERLY ABOUT 45NM NORTHEAST OF HAIPHONG. ALTITUDES WERE BETWEEN 14760 AND 6560 FEET. THE AVERAGE COMPUTED GROUND SPEED WAS 390 KNOTS. COMMENTS: SIGINT CAN NOT CONFIRM THE SHOOTDOWN OF ANY AIRCRAFT. VHF TACTICAL VOICE INTERCEPT REFLECTED FIVE MIG

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PILOTS. HOWEVER ONE OF THESE PILOTS WAS ONLY HEARD ONCE AT 0842 AND NEITHER THE
GCI CONTROLLER NOR ANY OF THE MIG PILOTS WERE OBSERVED TRYING TO CONTACT THIS
PILOT. IF THIS PILOT WERE IN FACT MISSING THE VOICE INTERCEPT SHOULD
HAVE REVEALED ATTEMPTS TO CONTACT HIM. THE OTHER FOUR MIG PILOTS LANDED AT HANOI
SHORTLY AFTER 0900. 790 NNNN

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